RECIPROCITY AMENDMENT

TO TARIFF BILL AS DRAFTED BY FINANCE COMMITTEE.

The Senate Makes No Change in the Ha- the advantages accruing to the United Schedule and Many Minor Ones That Set Speech.

the rapid work on the tariff bill today the close of the long debate in the senate and the final vote on the bill is felt to be very near at hand. Two of the most important provisions-those free list thereof such goods, wares relating to the Hawaiian treaty of reciprocity and the duty on coal-were perfected today, while another source of much conflict-the reciprocity sec-Hion-was matured by the finance committee and presented to the senate. 'Aside from these larger items, a great many minor ones which have caused more or less conflict were disposed of. The Hawaiian provision of the house bill was restored after brief debate and without the formality of a vote. This has the effect of leaving the Hawaiian treaty of reciprocity in full force and effect.

Senator Perkins, of California, presented a telegraph memorial in favor

of the annexation of Hawaii. The tariff bill was taken up and Senator Quay gave notice of reconsideration of paragraph 118, iron ore, his purpose being to secure further action on the clause inserting manganese ore at \$1 per ton. He said he would not urge the subject until he had consulted the finance committee.

Senator Allison then proceeded with the detached paragraphs, heretofore passed over. On bleaching powder the duty was changed from 1/4 cent to 1-5 cent per pound.

Senator Vest moved to place the article on the free list, and an extended list was taken up. debate ensued on the use of bleach in paper pulp factories.

At this stage Senator Turple, of Insupport of the amendment proposed by the minority of the finance committee, for a tax of 2 per cent. on inheritances over \$5,000, the tax to be in operation for the next five years, with exemption | put on the free list. to charitable, religious and like inherit-

In sarcastic tones, Senator Turpie declared that the tariff bill was the joint product of the two parties-one the party that had come into power last December; the other party in office, One was a mercenary organization; the other political, and both had entered into a compact for a tariff bill. Neither branch had any anxiety as to the as it served political ends. Hawaii must wait, Cuba must wait, pensions must wait, every interest of legislation must wait while these two parties

executed their plans. Senator Turpie spoke for about two hours and devoted most of his time to a bitter arraignment of the bill, characterizing the rates as "akin to bribery and rapine, dictated by a banditti of syndicates." He received close attention, owing to the picturesqueness of his utterances. He closed with a reference to the silver question, asserting that there was no more right to abandon the free coinage of silver than to abandon the free coinage of gold.

The debate then came back to the amendment on bleaching powder, and after further debate the compromise making the duty on bleaching powder 1-5 cent per pound was agreed to-30 to 27-Senator McEnery, democrat, voting with the republicans in the affirmative, and Senators Teller and Mantle with the democrats in the negative.

Senator Butler, of North Carolina, moved to place gypsum on the free list -rejected-24 to 30. The paragraph was then agreed to with the changes

proposed by the committee. A change was made on fullers' earth, the clause which had led to the controversy between Senators Platt and Pettigrew last Saturday. Senator Platt 248,750, Kharkoff 170,682, Tiflis 159,862, Wilna said an understanding had been reached, making fullers' earth, unwrought, \$2 per ton, wrought or manufactured, \$4 per ton. In this paragraph the rate 111.048, and Kishineff 108,506. There are of asphaltum, etc., crude, was changed | besides thirty-five towns having a popufrom \$1.50 to \$1.25 per ton. Senator Vest opposed the changes, but they were agreed to-36 to 22.

In paragraph 125 (hoop, band or scroll iron or steel, etc.) a clause was added. "Steel bands or strips, untempered, suitable for making bands, 3 cents per pound and 20 per cent. ad valorem, if tempered or polished, 6 cents and 20 per cent. ad valorem. The paragraph tion to put cotton ties on the free list. Columbia, to be superintendent of the

Beans were made 40 cents per bushel, and seeds, not otherwise provided for, was changed from 40 per cent to 25 per cent. ad valorem.

The Hawaiian treaty provision was that it had been determined to retain the house proviso to paragraph 206, relating to sugar, as follows: "Provided, so construed as to abrogate or in any manner impair or affect the provisions of the treaty of commercial reciprocity concluded between the United States and the king of the Hawaiian islands, the execution of the same."

in view of the treaty of annexation which had been made, it seemed best to retain those provisions, leaving the reciprocity treaty in statu quo.

The proposal to concur in those provisions was agreed to without the for-

mality of a vote. Coal (405) was then taken up, Senator Allison submitting changes making the duties on bituminous coal and all coal containing less than 92 per cent of fixed carbon and shale 67 cents per ton of 28 bushels, 80 pounds to the bushel; coal slack or culm, such as will pass through a half-inch screen, 15 cents per ton; coke, 20 per cent. ad valorem. The senate proviso was omitted relating to certain reciprocal trade on ceal.

Senator Allison denounced the Cuty on coal, declaring that it served to enrich the coal barons and not to amelforate the condition of the miners. He spoke of the shipping of Huns and Slavs to the coal region of Pennsylvania, in flagrant violation of the law, and asserted that the only basis for this added duty was to reward friends and give a tribute to a few owners

of coal mines. Senator Allison gave notice of a new section of the bill, relating to reci-

procity, as follows:

enter into commercial treaty or treaties with any other country or countries concerning the admission into any such country or countries of the goods, wares and merchandise of the United States and their use and disposition therein, deemed to be for the interests of the United States, and in such treaty or treaties, in consideration of walian Reciprocity Treaty-The Coal States therefrom shall provide for the reduction during a specified period, not Were in Dispute Settled-An Inheritance exceeding five years, of the duties im-Tax Advocated by Senator Turple in a posed by this act, to the extent of not more than 20 per cent, thereof upon such goods, wares or merchandise as Washington, June 30 .- As a result of may be designated therein of the country or countries with which such treaty or treaties shall be made, as in this section provided for; or shall provide for the transfer during such period from the dutiable list of this act to the and merchandise, being the natural products of such foreign country or countries and not of the United States, and shall provide for the retention upon the free list of this act during a specified period, not exceeding five years, of such goods, wares and merchandise now included in said free list as may be designated therein; and when any such treaty shall have been duly ratified and public proclamation made accordingly, then and thereafter the duties which shall be collected by the United States upon any of the designated goods, wares and merchandise from the foreign country with which such treaty has been made, shall, during the period provided for, be the duties specified and provided for in such treaty and none other."

The reciprocity amendment went over at Senator Allison's request. The vote was then taken on the coal paragraph as changed, and it was agreed to -31 to 24. One democrat, MeEnery, and Senators Teller and Mantle voted with the republicans in the affirmative, and Senators Kyle and Heitfield with the democrats in the negative.

Senator White moved a proviso to the coal paragraph allowing a drawback of duty on coal brought into the country and afterward used by Ameri- hind at great speed and the shock of can vessels in the coasting trade. The proviso went over.

A number of changes were made in different paragraphs and then the free

Paragraph 460 (animals, etc., for breeding purposes) was amened to allow cattle which had strayed across diana, took the floor for a speech in the Mexican border to be broughtback. The paragraph placing cotton bagging on the free list went over by gen-

eral consent; also burlaps. Paris green and London purple were

Paragraph 628, covering seeds on the free list, was modified to omit beet. radish and spinach seeds, and sugar beet seed were restored to the free list. In paragraph 668 (woods), deal ends were added to the free list.

A new paragraph was added to the free list, viz, foreign postage stamps, cancelled and uncancelled.

Senator Bacon, of Georgia, gave notice of a new paragraph, placing cottreasury, the amount of deficit, except ton ties, for baling cotton, cut to lengths, with or without buckles, on the free list. The amendment went over, At 5:15 o'clock p. m. the bill was laid aside and, after an executive session, the senate adjourned.

The First Census in Russia

Some of the general results of the Rus sian census which was taken last February have now been published. From the tables of population it appears that European Russia (fifty governments) con tains 94.188.750 persons, kingdom of Poland (ten governments) 9,442,590 persons, Caucasia (eleven governments and provinces) 9.723,553 persons, Siberia and Sakhalir (eight governments and provinces) 5,731, 32 persons, Steppe region (five provinces 3,415,174 persons, Turkestan, Trans-Caspian region, and Pamirs (five previnces) 4.175, 101 persons. Russian settlers and subject in Bokhara and Khiva 6,412, Grand Duchy of Finland 2,527,801, total 129,211,113, Ir 1851 the reported total was 67,330,645. The population, therefore, has almost double since that period. The density of popula tion is highest in Poland (47.4 per square mile in Piotrkow), next comes southwes Russia (29.7 in Podolia, 28.8 in Kieff), and southern Russia (23.1 in Poltava); while in middle Russia the density is about 1 per square mile. The population of towns has increased rapidly of late, there being now nineteen towns which have more than 100,000 inhabitants—namely, St Petersburg 1.267.023 (with suburbs), Moscow 988,619, Warsaw 614,752, Odessa 404,651 Lodz in Poland 314,780, Riga 282,943, Kieff 159,568, Tashkend 156,506, Saratov 133,116 Kazan 131,508, Ekaterinoslav 121,216, Rostovon-Don 119,889 (149,201 with Nakhichevan), Astrakhan 113,075, Baku 112,253, Tula lation of over 50,000 inhabitants, and sixtynine more towns whose population is in

Appointments by the President.

Washington, June 30.-The president today sent the following nominations to the senate:

State-John Russell Young, of Pennwent over without final action, in or- sylvania, to be librarian of congress; der to consider Senator Bacon's mo- Bernard R. Green, of the District of library building and grounds; Francis B. Loomis, of Ohio, to be envoy extraordinary and minister plenipotentiary to Venezuela.

To be Consuls-Henry Bordewich, of then taken up, Senator Allison stating Minnesota, at Christiania, Norway; John C. Caidwell, of Kansas, at San Jose, Costa Rica; Phillip C. Hanna, of Iowa, at Trinidad, West Indies; Louis that nothing herein contained shall be Lange, Jr., of Illionis, at Bremen, Germany; Joseph J. Stephens, of Indiana, at Plymouth, England.

John Russell Young, the first chief executive of the magnificent new congressional library, soon to be opened January 30, 1875, or the provision of any to the public, was born in Bowington, act of congress heretofore passed for Pa., in 1841, and educated in the public cshools. He is not a college bred man, Senator Allison briefly explained that but by his own endeavors has taken

high rank as a finished writer. It is understood Mr. Young's first assistant will be Mr. A. R. Spofford, who has been connected with the con- tance between trains. Of course, he of register of copyrights, a place created under the recent act of congress for the government of the library. The leading applicant for this place is Mrs. Virginia Campbell Thompson, who was appointed postmaster of Louisville, Ky., by President Hayes and continued in office by Presidents Garfield and Arident Grant. Mrs. Thompson is a daughter of Alexander Campbell founder of the Christian church, and she has the earnest backing for the place she seeks of Senators Deboe, El-

Tyo Men Arrested for Murder.

kins and Hanna.

Richmond, Va., June 30.-Robert Way. of Staffor I county, has been arrested and committed to the Fredericksburg jail, charged with being an accomplice in the nurder of Peter Schroder. of that county, in 1894. William Hunt, who was indicted for the murder at "That whenever the president of the time, but whose case was nol United States, with a view to secure prossed and who has been living in reciprocal trade with foreign countries, Washington for some time, has also 1,000 feet apart and when at night an still another battle near here. So, you

ANOTHER TRAIN WRECKED.

SOMEBODY RESPONSIBLE FOR LOSS OF MANY LIVES.

One Section of a Passe ger Train Stops and Another Crashes Into It-Three Persons Instantly Killed and Thirty Wounded-The Train in Nine Sections Carrying Passengers From Chlcago to the Chris-What the Officials Say.

Chicago, June 30.-Three persons were killed outright and about twenty or thirty persons injured in a rear and collision on the Chicago and Northwestern road at 12:45 o'clock this morning, at West Chicago, thirty miles out of Chicago, on the Gelena division The dead are: Mrs. R. Shipman, Appleton, Wis.; John Gooding, Appleton, Wis.; an unknown tramp, who was riding on the front end of the baggage

The victims of the collision wer Christian Endeavor delegates who left Chicago last night en route for the great convention in San Francisco. The colliding trains were sections Nos. and 5 of a Christian Endeavor specia train in nine sections, beginning a 10:30 o'clock p. m. Section No. 5 ran into section No. 4, which left Chicago fifteen minutes ahead of it. Section No. 4 carried the Wisconsin delegates, nearly 500 strong, and in the rear sleep. er were people from Fon du Lac Greenbay, Appleton and other Wisconsin cities. Section No. 4 had come to a stop just out of West Chicago, where the Freeport line diverges from the main line. Section No. 5 came up be-

the collision as terrific.

The passengers in the two rear sleepers of section No. 4 were all in their berths. They received no warning and those not killed outright awoke to find themselves jammed in the wreck-

Passengers on both trains hastened to the spot and began the work of rescue. One of the first of the injured was Engineer Charles Courtney, o section No. 5. He had stuck to his post like a hero and is so seriously injured that he cannot live.

An immediate call was on every point within reaching distance. Chicago was notified and askad to send physicians at once, and medical help was requested from Geneva, Wheaton and Aurora.

The engine of section No. 5 struck the rear sleeper of section No. 4 with terrific force. The engine was totally wrecked. Strange to say, the rear sleeper of section No. 4 was not the one to suffer most. It was driven with terrific force upon the second sleeper and such was its impetus that it crushed through it as though it had been a card board box and reduced it to a mass of wreckage. The passengers in the second sleeper were the ones to suffer most and it was in it that most of the victims were hurt. Men and women could be seen strug-

gling to extricate themselves from the wreckage. Others pinned down by some crushing weight were crying for help. Here and there was an arm or a leg protruding from the debris. A pathetic scene was the rescue of

the two daughters of Mrs. Shipman, of Appleton. The rescuers were attracted to them by their cries. They were unable to extricate themselves and though hurt, refused assistance, begging that their mother be first helped.

Mrs. John Gooding, of Appleton, was

probably instantly killed. The force of the collision crushed together the partitions of her berth and she had no possible chance of escape. Professor Leo A. Williams, of Du Lac, was found buried under a pile of

debris and though he was unable to extricate himself, and it seemed as if he must be seriously injured, he escaped with a broken arm and a cut wrist. The Chicago and Northwestern offi-

cials did everything in their nower to relieve the sufferers. The two hotels in West Chicago were turned into hospitals and able physicians were promptly in attendance. The sections following those which

met disaster-6, 7, 8 and 9-carrying 2.500 people, were delayed upward of was cleared and they were enabled to

Owing to the crush caused by the rush of Christian Endeavor business, all schedules were abandoned, and trains were sent out as fast as filled. Nine sections left the Northwestern depot at intervals of 15 minutes, beginning at 10:30, to say nothing of trains sent out early in the evening. Sections Nos. 1, 2 and 3 got through West Chicago safely. Section 4 was made up of a baggage car, day coach and seven sleepers, containing about 400 passengers.

Assistant General Superintendent William A. Gardner said this morning that he could give no tangible reason as yet as to the cause of the accident. "The road is run on a semaphore block system all the way to West Chicago," said Mr. Gardner. "This blocks a train every 1,600 feet, and in addition we were using last night what we called the positive block system. This consisted in the operators at Waywood, Wheaton and West Chicago running the trains by wire and keeping a close tab with the dispatcher as to the time each passed a station. Then the dispatcher regulated the speed and disgressional library since 1861, most of was compelled to rely entirely on the the time as librarian in chief. One of accuracy of the time checking done by the important offices to be filled is that | the operators at the stations named and, unless one of these made a mistake and transmitted the wrong check miles from Havana, by a prominent time, either to the next station or to the dispatcher. I cannot imagine what could have caused the wreck. We had taken every possible precaution to gents, whose camp is about a half mile guard against delay and accident and. from the city, and I witnessed much as I said, worked the positive block as thur, among her endorsers being Pres. | well as our regular semaphore system. The responsibility for the wreck has not yet been fixed, but the investigation indicates that it was caused by served for the 'reconcentrados.' They 'S S CROATAN.....Saturday, June 26 No. 5, running by the station this side of West Chicago without having been

released." "The road between Chicago and Turner Junction is protected by the Hall block system, and immediately after my arrival last night, I tested the signals and found them to be in perfect order," said Assistant General Superintendent J. C. Stuart today. "Courtney must have been insane to pass without seeing the two danger signals, which indicated that a train was ahead. These signals are placed ments of infantry, pass and I hear of

and any train following the one which | Governor Russell Pardons a Barn Burner. releases the switch is supposed to stop until a white light shows. There can se no doubt that the scarlet signal for

caution was exhibited." Engineer Courtney declares that the signal displayed denoted a clear track. He says that he was running carefully and that there was ample time to stop his train after he had sighted the train in front, but for some reason or ther the air brakes refused to work. As they were in good order at Dixon, five miles back, he believes that tramps tian Endeavor Meeting in San Francisco. | intentionally or accidentally tampered with them.

> Naturalization papers recently taken ut in New York showed the dead tramp's name to be Rode, a native of Germany. He was about 45 years old.

ANOTHER INDIAN SCARE.

Three Hundred Bannocks Break Away From Fort Hall Reservation in Idaho The War Department Apprehends no

Washington, June 29.-Three hundred Bannock Indians have broken away from the Fort Hall reservation in Idaho and their actions have alarmed the settlers in the adjacent territory.

The news of the outbreak of the Indians from the reservation came today in dispatches from the governor of Idaho. He telegraphed Secretary Bliss late last night and today wired urgent messages to Senator Heitfield. Senators Heitfield and Shoup immediately went to the interior department, where they called attention to the situation, and the dispatches also were promptly forwarded to the secretary of war. Secretary Bliss carried the telegrams to the cabinet meeting, where they were discussed.

A formal communication also was made to the secretary of war, asking that orders be issued for whatever military assistance may be necessary to aid the agent, Lieutenant F. G. Irwin, U. S. A., in "preserving order and protecting the lives and property of the settlers and to return the Indians to their reservation, if they were absent therefrom as reported." The agent was notified to make a further immediate

The request of the Idaho people for troops to protect them against the Bannocks did not reach the war department until rather late in the afternoon. Secretary Alger held a consultation with Acting Adjutant General Breck, and some of the other officers who are experienced in just such Indian troubles as this, and the conclusion was reached that the department should take steps to learn for itself the exact situation in the Fort Hall country. Accordingly, a telegram was sent to Brigadier General Coppinger, at Omaha, Neb., the headquarters of the department of the Platte, in which the reservation is included, instructing him to send one or more officers to the scene of the trouble to ascertain and report upon the state of affairs there, The department officials have no doubt that the difficulty will be easily overcome, believing, as they do, that the Indians are not out with any hostile purpose, but principally to gather some of the roots that ripen about this time and of which they are very fond. While there are no troops in the immediate vicinity of Fort Hall reservation, and those nearest, at Fort Douglass, outside of Salt Lake City, are not cavalry and are, so, unsuited for quick work, the department has ample force at other posts to meet any emergency that

may arise. These Indians are the ones that figured in the Jackson Hole affair some time ago and had several skirmishes with the settlers. A commission is now negotiating with them, as well as with some other tribes, for a cession of part of their reservation to the United States. The commission has worked for many months, but the Indians generally have been found not to favor the scheme, and the commission's work, so far as it has progressed, has not been successful. The Bannocks' reservation is located down in the southeast corner of Idaho, near the Wyoming boundary

Debs' Colonization Scheme

Milwaukee, Wis., June 29.-The Debs colonization scheme has not been abandoned, as has been reported. Victor L. Berger, editor of The Vorwaerts, of three hours. Finally the north track this city, who attended the conference of the leaders of the social democracy at Chicago recently, says the whole matter has been misunderstood. He says it is the intention of the social democracy all over the country to go on organizing in the hope that eventually they will get into power and revolutionize the social system of the United States. Meanwhile, as fast as they get means, they intend to send unemployed people from the cities to a point in the west, still to be selected, where they may have a chance to make a livelihood. The colonization scheme is only a side issue with the social democracy, but Mr. Berger says the press of the country have made it the main plan. Mr. Debs is in full accord with the plan outlined by Mr. Berger. The latter says there are 3,000,000 unemployed in the country and he will consider his party lucky if it can raise money enough to transport only 10,000 to the west. There was never any intention of forming a vast army to invade the west in seach of homes and a livelihood.

Weyler's Kind of Pacification

Jacksonville, Fla., June 29.-A special from Tampa, Fla., to The Citizen says: A letter dated on the 25th, received here from Guines, about thirty Cuban, treats Weyler's pacification in the following sarcastic manner:

"This is a headquarters of the insurthat reveals the pacification. The other day a number of carts came out of the city loaded with material to build houses in the zone of cultivation re- S S PAWNEE Saturday, June 19 captured by insurgents. In the same zone the insurgents captured the stage coming from San Jose de las Lajas. In the hills of Delgrillo the official report tells of big fights. What of this? Well, I know that there occurred a severe fight and the Spaniards got the worst of it, losing one lieutenant colonel, one major, two captains and 158 privates. All this happened this week in the 'pacified' province of Havana.

"I have seen a convoy, composed of four batteries of cannon and two regishall within the period of two years been arrested and taken to Fredericks- engine passes over the place where see we don't believe much in Valerithey are situated a red light shows, ano's pacification."

(Special to The Messenger.) Raleigh, N. C., June 30.-Governor Russell pardons LaFayette Summerlin, who was convicted of barn burning eleven years ago in Edgecombe county and sentenced to twenty years in the state prison. The governor makes the following endorsement:

"This conviction is for barn burn-

ing, a most serious offense. Pardon would not be granted but for the high character of the citizens who ask for it in writing, giving what appears to be sufficient reasons. It is urged by lay. ex-Chief Justice Shepherd, who presided at the trial; by the solicitor who prosecuted and by ex-Judge Phillips, who says in express words that with full knowledge of the case, the offence having been committeed on a plantation adjacent to his own, he would grant the pardon if he were governor. It is also recommended by prominent planters and merchants, by the chairman of the commissioners and other county officers and by a majority of the Tarboro bar. It is also urged by the superintendents of the state farm where the prisoner has been confined.'

The Chicago Markets.

Chicago, June 30.-Very little attention was given to the speculative market on exchange today, due to the fact that tomorrow is delivery day. The tendency of prices was downward, the following being the declines for the day at the close. July wheat %c; September %u%c; corn and oats about %c each and provisions 109

CAPE FEAR AND YADKIN VALLEY RAILWAY CO.

JOHN GILL, Receiver. CONDENSED SCHEDULE.

South Bound Daily No. 1.	MAIN LINE.	North Bound Daily No. 2.
1 15 p m Lv 12 45 p m Ar. 12 42 p m Ar. 11 20 a m Lv 9 25 a m Lv 9 00 a m Lv 8 40 a m Ar. 7 52 a m Lv 7 19 a m Lv 6 50 a m Lv	Wilmington Fayetteville Fayetteville Fayetteville Fayetteville Jun Sanford Climax Greensboro Greensboro Stokesdale Walnue Grove Rural Hall Mt. Airy	.Ar 3 35 p n Lv 3 45 p n Lv 3 47 p n .Lv 5 05 p n .Lv 6 54 p n .Ar 7 25 p n .Lv 7 45 p n .Lv 8 32 p n .Lv 9 03 p n .Lv 9 30 p n
South	BENNETTSVILLE DIVISION.	North
6 15 p m Lv. 5 42 p m Lv.	Bennettsville Maxton Red Springs Hope Mills Fayetteville	Lv 7 45 a m Lv 9 07 a m
South Bound No. 15 Mixed Daily ex-Sun.	MADISON DIVISION.	North Bound No. 16 Mixed Daily ex-Sun.

CONNECTIONS at Fayetteville with Atlantic Coast Line, at Maxton with Carolina Central Railroad, at Sanford with Seaboard Air Line,

3 05 p m Lv.... StokesdaleLv 12 20 p m

2 10 p m Lv Madison Ar 1 10 p m

W. E. KYLE, Gen'l Manager. Gen'l Pass Agent.

WILMINGTON, NEWBERN & NOR FOLK RAILWAY CO.

IN REFECT SUNDAY, MAY 17, 1896. Daily Except Sunday

NOI BOU	ND	STATION.	BOUNI
	1 18		1 17 1 11 5
7 00	P M	Lv. Walnut Street	PMP 1
9 50 11 00	3 58	Lv Jacksonville	Ar 10 42 10 2
11 68 12 80	4 44	Lv Maysville] Lv Pollocksville	LV 10 00 9 1
1 00	PM	Ar Newbern]	A M

Nos. 7 and 8 passenger trains.

Trains 8 and 7 p. m. make connection with trains on A. & N. C. R. R. for Morehead City and Beaufort. Connection with steamer Neuse at New bern to and from Elizabeth City and Nor folk Monday, Wednesday and Friday. Steamer Geo. D. Purdy makes daily trips between Jacksonville and New Rive

points.

*Monday, Wednesday and Friday.

| Tuesday, Thursday and Saturday.

| Daily except Sunday.

| H. A. WHITING. General Manager.

The Clyde Steamship Co. NEW YORK, WILMINGTON, N. C., AND

GEORGETOWN, S. C., LINES.



From New York for Wilmington. From Wilmington for New York. S S PAWNEE Saturday, June 26

S S CROATAN Saturday, July From Wilmington for Georgetown. S S PAWNEE Tuesday, June 22 S S CROATAN.....Tuesday, June 29

Through bills of lading and lowest through rates guaranteed to and from points in North and South Carolina. Fer Freight or passage apply to H. G. SMALLBONES,

THEO. G. EGER, Traf Manager. n, New York. General Agents. Green, New York, T. M. EMERSON, Traffic Manager.

MR. M. S. WILLARD,

Secretary Carolina Insurance Co. DEAR SIR-Allow me to thank you for the prompt and equitable settlement made by you today as General Agent of the Carolina Insurance Company, in the payment in full of the loss on the Hemenway School building, recently destroyed by fire.

The settlement made is entirely satisfactory to the School Committee and it is evidence that the Company's affairs are in the right hands and that your patrons' interests will be fully protected and their losses settled with the least possible de-

It gives me pleasure to volunteer this statement and you can use it in any way that you see fit.

Yours very respectfully, (Signed) JAMES F. POST, JR., Chairman School Committee,

District No. 1. Losses unpaid at this date in the Carolina Insurance Comapny...... None.

ATLANTIC COAST LINE.

Schedule in Effect May 27th, 1897,

Departures from Wilmington: NORTHBOUND. DAILY No 48-Passenger-Due Magnolia

9:00 a. m. 10:40 a. m., Warsaw 10:55 a. m., Goldscoro 11:56 a. m., Wilson 12:46 p. m., Rocky Mount 1:20 p. m., Tarboro 2:50 p. m., Weldon 3:39 p. m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:05 p. m., Washington 11:10 p. m., Baltimore 12:53 a. m., Phila delphia 3:45 a. m., New York 6:53 a. m., Boston 3:00 p. m.

DAILY No. 40-Passenger-Due Magne 7:15 p. m. lia \$:55 p. m., Warsaw 9:10 p. m. Goldsboro 10:10 p. m., Wilson 11:06 p. m., Tarboro 6:45 a. m. Rocky Mount 11:55 p. m., Weldon 1:44 a. m., Norfolk 10:30 a. m., Petersburg 3:24 a. m., Richmond 4:20 a. m., Washington 7:41 a. m., Baltimore 9:05 a. m., Philadel-phia 11:25 a. m., New York 1:00 p. m., Boston 8:30 p. m.

SOUTHBOUND. DAILY No. 65-Passenger-Due Lake 3:25 p. m. Waccamaw 4:55 p. m., Chad-bourn 5:29 p. m., Marion 6:40 p. m., Florence 7:25 p. m., Sumter 8:45 p. m., Columbia 10:05 p. m., Denmark 6:20 a. m., Augusta 8:10 a. m., Macon 11:00 a. m., Atlanta 12:15 p. m., Charleston 10:20 p. m., Sayannah 12:50 a. m.,

ARRIVALS AT WILMINGTON-FROM THE NORTH.

Jacksonville 7:30 a. m., St. Au-

gustine 10:30 a. m., Tampa 5:46

DAILY No. 49-Passenger-Leave Bosm., Philadelphia 12:05 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weldon 11:50 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:16

DAILY No. 41-Passenger-Leave Bos-9:40 a. m., ton 12:00 night, New York 9:30 a. m., Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Washington 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., Norfolk 2:20 p. m., Weldon 9:43 p. m., |Tarboro 6:05 p. m., Rocky |Mount 5:45 a. m., leave Wilson 6:20 a. m., Goldsboro 7:03 a. m., Warsaw 7:54 a. m., Magnolia 8:07 a. m.

FROM THE SOUTH. DAILY No. 54-Passenger-Leave Tam-12:15 p. m. pa 9:25 a. m., Sanford 2:19 p. m., Jacksonville 7:00 p. m., Savannah 12:45 night, Charleston 5:39 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m. Augusta 3:05 p. m., Denmark 4:55 p. m., Sumter 6:45 a. m., Florence 8:55 a. m., Marion 9:34 a. m., Chadbourn 10:35 a. m.,

Lake Waccamaw 11:06 a. m. Dally except Sunday. Train on the Scotland Neck Branch Road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:56 p. m. Returning leaves Kinston 7:50 a. at Greensboro with Southern Railway, at | m., Greenville 8:52 a. m., arriving Hallfax Walnut Cove with Norfolk and Western at 11:20 a. m., Weldon 11:40 a. m., dafly except Sunday.
Trains on Washington Branch leave

Washington 8:20 a. m. and 2:00 p. m., arrive Parmele \$:10 a. m. and 3:40 p. m., returning leave rarmele ic.re a. m. and 6:36 p. m., arrive Washington 11:40 a. . an1 :20 p. m. Daily except Sunday. Train leaves Tarboro, N. C., Gally except Sunday, 5:30 p. m., Sunday, 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. w. Returning leaves Pymouth daily except Sunday, 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 a. m. Train on Midland N. C. Branch leaves Goldsboro d. ily except Sunday, 7:10 a. m., arriving Sm haca 8:30 a. m. Returning leaves Smiti field 9:00 a. m.; arrives at

Goldsboro 10:25 a. m. Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 5:5 p. m., Spring, Hope 5:30 p. m. Returning leaves Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m. Daily except Sunday. Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:16

a. m. and 4:10 p. m. Returning leaves

Clinton 7:00 a. m. and 11:30 a. m.

Florence Railroad leaves Pee Dee 9:10 a. m., arrive Latta 9:30 a. m., Dillon 9:43 a. m., Rowland 10:00 a. m., returning leaves Rowland 6:10 p. m., arrives Dillon 6:30 p. m., Latta 6:44 p. m., Pee Dee 7:08 p. m daily. Trains on Conway Branch leave Hub 3:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway 2:45

p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., arrive Lanes 7:48 p. m., leave Lanes 8:26 a. m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad leave Lanes 9:30 a. m., 7:55 p. m., arrive Georgetown 12:00 m., 9:14 p. m., leave Georgetown

m., Chadbourn 5:40 p. m., arrive Hub 6:20

7:00 a. m., 3:00 p. m., arrives Lanes 8:25 a. m., 5:25 p. m. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Cheraw 10:40 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:10 p. m., arrive 40 p. m., Hartsville 9:35 p. Bennettsville 9:36 p. m., Gibson 19:00 p. m. Leave Florence Sunday only 9:00 a. m., arrive Darlington 9:27 a. m., Hartsville

Leave Gibson daily except Sunday 6:18 a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:15 a. m., leave Darlington :45 a. m., arrive Florence 8:15 a. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:29 p. m., arrive Florence 7:00 p. m. Leave Harts-ville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:10 a. m. Wilson and Fayetteville Branch leave Wilson 2:06 p. m., 11:15 p. m., arrive Sel-ma 3:00 p. m., Smithfield 3:08 p. m., Duna 3:50 p. m., Fayetteville 4:40 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a.

m., 16:20 p. m., Dunn 12:07 p. m., Smith-field 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m. Manchester and Augusta Railroad trains leave Sumter 4:40 a. m., Creston 5:32 a. m., arrive Denmark 6:30 a. m. Returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily. Pregnalls Branch train leaves Creston

5:45 a. m., arrives Pregnalls 9:15 a. m. Returning, leave Pregnalls 10:00 p. m., arrive Creston 3:50 p. m. Daily except Sunday. Bishopville Branch trains leave Elliott 11:10 a. m. and 7:45 p. m., arrive Lucknow 1:00 p. m. and 8:45 p. m. Returning, leave Lucknow 6:06 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:30 p. m. Daily ex-

cept Sunday. Daily except Sunday. Sunday only. H. M. EMERSON, Gen'l Passenger Agent R. KENLY, Gen'l Manager.